

not being overheard—at 11 at night the officers waited for the general for his arrest, but he would not yield to their views. They have demanded the resignation of Mr. Corro, the president ad interim, and I have heard that he sent it to Congress yesterday, but they could not form a quorum, and I have not heard whether Congress acted on it to day or not. It is said they will not accept it, and his frantic principles suit the party who have a majority in Congress.

Gen. Moran was spoken of as his successor, but he is too liberal; Alaman, also, but he will not suit the troops. The priests will not give up while they have any hopes, and I learn that the lower class are now beginning to speak about the confiscating of their immense property; yet the charm of superstition, broken with them, and their baneful, accursed influence, is forever gone in this city, and until it is, Mexico will never be redeemed from its fanatical and miserable vassalage.

Texas and the United States matters are all swallowed up, and France, in the bargain, in our domestic affairs, which are daily growing worse.

Yours truly, &c. W.

From the N. Orleans True American, April 7. STILL LATER FROM MEXICO.—We are indebted to the United States consul, at Vera Cruz, for our regular files of the Censor, from 20th February to the 15th March, inclusive.

The difficulties in Yucatan are ascribed to the ambition of Gen. Toro. The Merida Connet upbraids the general in round terms for opposing the edicts of the supreme government, and censures the York party for their interference.

Santa Anna, in a letter to the commander of Vera Cruz, from his farm (Manga de Clavo) under date 1st March, expressed his willingness to take the oath to observe the new fundamental laws of the 9th of March. A large assembly was present, and the general made a speech in true Spanish style, full of enthusiasm for his beloved country.

Gulierrez, with 800 men, was defeated by the Government soldiers on the 27th of February, at St. Cristobal, with a loss of near a hundred.

Almonte started for the capital on the 15th, with the exposition of the affairs of St. Jacinto, and other documents relative to the invasion of Texas.

The Mexican fleet has been reinforced by the arrival of the Independence, a brig of war, built at Baltimore, 367 tons. She is to be called the Iturbide.

TEXAS. We have been favored, by a friend of this city, with a copy of the Texas Telegraph of the 7th of March.—The editor congratulates his fellow-citizens on the prosperous condition of the country; and considers its independence as resting on a foundation which cannot be shaken. The weather is represented as charming—the fields wearing the liveliness of spring, and the husbandman busy in his honorable vocation. No apprehension seems to be entertained of the movements of the enemy; every thing quiet at Bexar.

The Telegraph republishes the treaty of 1803, by which France cedes Texas, as a part of Louisiana, to the United States, on the express condition that its "inhabitants should be incorporated into the union of the United States, and admitted as soon as possible, according to the principles of the federal constitution, to the enjoyment of all the rights, advantages and immunities of citizens of the United States." The editor, therefore, denies the right of this government (such a pledge existed) to cede Texas to a kingly power. This is certainly a question of some moment to the people of that country—though some might be forced to conclude that the treaty ceding Texas was as much within the constitutional authority of the government as that acquiring Louisiana.

It is hinted that if the United States should refuse an alliance with Texas, the latter will seek a commercial arrangement with England, which will be more advantageous.—Richmond Whig.

BLOCKADE OF THE TEXAN PORTS.—The brig Ringlander, at New Orleans, from Tampico, March 20th, brings information that the Mexican government had declared all the ports of Texas in a state of blockade, to enforce which, a squadron was to sail from Tampico, March 28th. The ports specified in the decree as under blockade, are Matagorda, La Baca, San Louis, Galveston, Brastoria, Harrisburg, Goliad, Anahuac, Copano, and all other ports that line the coast of Texas, from longitude 94 50 to 101 10 west of London. The blockading took effect, on paper, March 11th.

The Mexican Government has also passed a decree, closing a number of ports on both sides of the continent against foreign commerce. This decree is to take effect six months after its publication, which was on the 3d March.—The ports are—on the Gulf of Mexico, Bacalar, Guzmanillo, Alvarado, Matagorda, Galveston. On the Pacifico—Huasteco, Manzanillo, Natividad, Mazatlan, La Paz, Loreto, San Diego, San Francisco.

The Beet Sugar business will receive a generous impulse from the bounty of three cents per pound for five years, offered by the act which has just passed our legislature.—Boston Traveller.

OPINIONS OF THE SOUTH.

From every part of the south we learn that, on the abolition question, and the question of the annexation of Texas to the Union, the people are unanimous. All party feeling and animosity disappear, wherever the people are called upon to express their wishes and determination on these subjects.

The determination so generally expressed in favor of the incorporation of Texas into the Union, is based upon the fact, that the measure is necessary in order to strengthen the south against the machinations of northern abolitionists. If the Union continues, the south must be aided by the addition of four or five new states, carved out of Texas, and one new state formed by the territory of Florida. There are now twelve slaveholding states out of twenty-six in the union; and the addition of five more will give them a majority of six members in the senate of the United States, and enable them to hold in check the radicalism of northern representation in the house of representatives.

Mr. Preston, in his late dinner speech, says—"We must unite. We mistake the abolitionists, if we expect to crush them by addressing their fears. We have seen them pour out money like water, and they are equally ready to pour out blood like water. Fanaticism knows no fear."

Mr. Calhoun's view is correct, and we are glad to see that he does not, like some of our own wisacres, affect to despise the subtle and resourceful enemy with whom we are to deal. Mr. Calhoun, on the same occasion said—"The abolitionists are strong, active, and uncompromising. Their support is an object of sufficient importance to enforce the silence—in many cases to buy the voices of those who wish us well. We cannot depend on the north—we cannot depend on the government—we can only depend on ourselves." When Mr. Calhoun spoke of Texas, loud and long cheering burst from the assembly. His concluding words were, "Texas must be annexed to the Union!" and the sentiment was received with an universal shout of applause.

"Texas must be annexed to the Union!"—that is the watchword of the south "Slavery must be abolished!"—that is the war-cry of the north—first raised by the unanimous voice of the Massachusetts Legislature, but about to be repeated at the polls, in every northern state of the Union. Party ties, when such considerations are in question, will break like pack threads. All the efforts of the Van Buren administration to postpone or allay the excitement will, we fear, be unavailing.—Sunday News.

From the National Intelligencer. THE WESTERN INDIANS.—The following (says the last received number of the Arkansas State Gazette) is an extract of a letter from an intelligent military friend, who has resided many years on our Western frontier, and who has had, at all times, the best opportunities for becoming well acquainted with the feelings and dispositions of the various nations and tribes of Indians beyond our limits. We know of none in whose opinions in relation to Indians, we would place more confidence.

"I regret to see that frequent apprehensions are expressed, in the newspapers, of a war with the Indians on this frontier, without any discrimination being made between the wild Indians, of whom apprehensions of danger may be entertained, and the civilized tribes, from whom we have nothing to fear. The latter dislike extremely to be charged, by the whites, with a want of fidelity towards the United States; and such charges are calculated, within themselves, to arouse in the Indians a warlike and unfriendly feeling towards the whites, however far they may be from wishing to entertain such feelings. The Cherokees, Choctaws, and most of the Creeks, are perfectly quiet, and have done nothing calculated to indicate an unfriendly feeling towards the whites. Why, then, should they be suspected of harboring such a disposition? If I tho't the people of Arkansas were actually in danger of molestation on the part of the above mentioned tribes, or any of them, I would be very far from concealing my belief.

"I think it, however, highly probable that there will be some difficulty, the ensuing spring and summer, with the Camanches and others of the wild tribes.—Late accounts from the West justify that belief. But I do not believe those Indians will be able to reach the settlements of the whites in Arkansas, for the reason that they would have first to pass through either the Choctaw or Cherokee nation; and the moment the Camanches set a foot in either of those nations—particularly the Choctaw—they will be met by the whole force of that nation, for they are on the point of making war upon them at any rate, on account of horses that the Camanches have stolen from them.

"It is, in my opinion, a misfortune, that the condition and feelings of the civilized Indians on this frontier are not better known to the American people than they are. If the people knew them better, I am sure they would be less apprehensive of danger from them. I would like to see some man of suitable capacity write on this subject. The people want facts in this case, not conjecture."

FROM FLORIDA.—An official report has been received from Gen. Jesup, dated Fort Dade, March 26, in which he states that the Seminole chief, Yaholochie, (Cloud), who commanded at Wahoo, is at Tampa Bay, with his family, and that he has about 200 of his people in camp near that post. That the principal chiefs on the St. John's, Tusculanna and Emarthla, (Philip), have sent messages to Gen. Jesup that they will obey the order of Micapony to emigrate; and that Philip had also sent his son, who informed the General that his father had required Abica, (Sam Jones), the chief of the Mickasquies, to join him, and accompany him on a visit to Micapony.—The General has no doubt that the war is ended, if a firm and prudent course is pursued. He states that he shall send one battalion of the Indian warriors serving in Florida to Mobile, as soon as it can be mustered and paid, and transports obtained. That the Alabama draughts will be sent off as soon as they can be paid; transports have been provided for them; that the naval garrison furnished by Commodore Dallas, for Fort Foster, has been relieved, and ordered to join the ship whence it was detached; that he shall discharge the volunteers and militia force as rapidly as the circumstances of the service will permit, and will take measures to have the ordnance and other stores not required in Florida, taken to the most convenient arsenal and storehouses.—Globe.

ARKANSAS.—The Arkansas Gazette makes an appeal to the United States Government against the Indians, and uses the following language.

"What could not the genius of an Ocoela or a Tecumseh accomplish among the hords of our west? But we are told they are peaceable—they are quiet. So is the sea, before the storm rouses it—so is the air, before the whirlwind sweeps through it. Who will trust an Indian? Who will guarantee a day's peace with any of them? Truly, it is crying 'peace'—when there is no peace." Yet, whenever we mention the danger, we are rebuked for it. We must not show or express any distrust, lest we may exasperate the Indians, who are disposed to be friendly! We must be quiet, and trust to their tender mercies!

BURNING OF A SHIP AT SEA.—The following account of the destruction of ship Candicus, of Thomaston, at sea by fire, is furnished Messrs. Topliff by Capt. Webb, her late master, and Capt. Welsh, of brig Maria Theresa:—

The Candicus, Capt. Webb, a new ship of 306 tons, on her first voyage, bound to Liverpool, with a cargo of 1365 bales of cotton, sailed from New Orleans on the 20th, and from the Balize on the 22d ult. On the night of the 31st, at 11 o'clock, while scudding under bare poles in a severe gale in lat. 32° 20', long. 78° 40', was struck by lightning, which shivered the mainmast and mainmast, and descended to the hold. The larboard pump was also split, and the mast partners torn up. Smoke soon after issued from every crevice, and all hands were immediately employed in pouring water into the hold, but without effect. It was then attempted to close every aperture, and by excluding the air to smother the flames; but this likewise proved unavailing. In this situation, on the morning of the 1st inst. the brig Maria Theresa, Capt. Welsh, of and for Boston, from New Orleans, hove in sight, and the gale continuing she lay under the lee of the ship several hours, waiting for it to moderate, so that a boat could live, but the fire increased so fast that a part of the crew of the ship were forced into their boat, and keeping before the sea, succeeded in getting on board the brig. By working the brig so that she was alternately to windward and to leeward of the ship, the boats could go to and fro, before wind and sea, and all hands were enabled to make their escape. In 20 minutes after the last boat left the ship the mast fell alongside, and the hull was completely wrapped in flames. The brig lay by her until about half past 12, noon, when the fire was bursting out at her sides, and the deck fell in.

There was insurance on the C. at two offices in this city to the amount of \$23,000, and \$1,200 on the freight. The brig Alpha which arrived at Charleston 2d inst. was in company with the Maria Theresa, was informed of the disaster, and shown the name and port of the vessel chalked on board; yet on her arrival she reported the ship burnt to be the "Nahant, of New London!"—Boston D. Advertiser.

GOLD.—The packet ship Sully, arrived at New York, on the 8th inst., from Havre, brought 600,000 francs in gold for the Bank of America, being part of the French Indemnity.

BLIGHT IN PEAR TREES.—The Pennsylvania Horticultural society, anxious to promote the discovery of a preventive for the disease usually termed blight in pear trees, offers a premium of \$500 to be paid the person who shall discover and make public an effectual means of preventing its attacks. The premium is not to be awarded until after the expiration of three years from the publication of the preventive, nor until the society shall be fully satisfied of its efficacy. Communications to be addressed to David Landreth, Philadelphia.

From the Cincinnati Chronicle.

PORK TRADE OF CINCINNATI.—Much has been said about the pork market of Cincinnati, and the mode of carrying on the business. Few, however, are aware of the aggregate value of the pork exported from this city. The amount slaughtered here, although very great, is not more than two-thirds of the total amount exported. Some view of this trade may be gathered from the following facts.

In the winter of 1833-4, 123,000 hogs were slaughtered in Cincinnati; in 1834-5, about 160,000; in 1835-6, not more than 80 or 90,000. Comparing the amount of the last two seasons, it will be perceived that the high price of pork in 1836 was not fictitious, but arose out of the actual diminution of supply.

In the present winter, the number of hogs slaughtered at Cincinnati, is

The number brought in wag-gons, (estimated)	20,000
From information, as to various points on the canal, it is supposed there cannot be less than 55,000 put up in other places, which must be exported from Cincinnati,	55,000

Total, (hogs) 180,000
The average weight of the hogs this season is supposed to be 220 lbs., and the average price 7 cents per lb. making \$15.40 for each hog.

The first cost of the hogs is then \$2, 772,000.

To this must be added for cooperage, salt and packing, 300,000 dollars for barrelled pork, and 100,000 for lard. The total prime cost of pork, lard and hams, exported from Cincinnati, is about \$3, 172,000. Thus, then, the export of a single article from Cincinnati exceeds three millions of dollars!

It is worth while to look for a moment at the mode in which the proceeds are distributed, in the community. In the first instance, four-fifths of the prime cost of pork is paid to the farmers.—Among the raisers of pork, however, there are generally two classes of persons—the grower and the fatter. With wealthy farmers, these classes are often united; but they are also frequently separated. Thus, a small farmer raises a few hogs, which, while young and poor, are sold to one who fats them for the market. Another portion of the proceeds, near \$200,000, go to the coopers; another to the salt manufacturer; and another to the packers. The merchants' profits are the excess of price paid in a foreign market, and is made upon the employment of his capital, united to his skill and enterprise.

In this account, we see that the largest portion of the profits go to the agriculturist. It is made, however, by means of commerce—bills of exchange—and bank notes—things which are not unfrequently the utter abhorrence of the very class of persons who derive the ultimate profit from them. How little understood are the first elements of political economy! If agriculture supplies the necessities of life, it is no less true, that commerce yields the comforts, refinements, and wealth of society.

The Galena Advertiser thus notices the approximation of the "better currency" to that region! The hard money gets into the keeping of Uncle Sam's pets at the west, and is immediately locked up—the banks being as afraid of meddling with it as they would with one of Fulton's torpedoes.

The Specie Currency of Col. Benton must be coming, we think. A gentleman saw a silver dollar down near Dixon's Ferry, last Monday, on its way north. This is no doubt, a forerunner.

P. S. Said dollar has since arrived in town, it is said. We have not seen it. Runners are after it, in close pursuit. From their known sagacity, we hazard little in saying, that it will be secure in the land office before night. It is said it looked like "a cat in a strange garret."

PITTSBURGH, April 6.—Steamboat Burned.—Yesterday about half after 1 P. M., an unfinished steamboat lying above the bridge, near the southern shore of the Monongahela, and opposite this city, was consumed by fire. But what means the fire was communicated, we could not learn.

PIRACY AND MURDER.—A young man about nineteen years of age named Morrel—a native of England—had a hearing on Friday, before Judge Hopkinson, on a charge of piracy and murder on the high seas. The murders were committed by the young man alluded to and a Spaniard, who subsequently killed one of the crew. The mate of the vessel was first murdered and thrown overboard, and then an attack was made upon the captain, who was wounded so severely that he died after the vessel arrived at Pernambuco. There are four persons under arrest, but only one, Morrel, charged with murder. The vessel in which the crimes were committed was the schr. William Wirt, of Baltimore, on her way to Pernambuco. It seems that Morrell was flogged a day or two before the foul deeds were perpetrated. The trial will commence on Tuesday.—Philadelphia Inquirer.

From the N. Orleans Commercial Bulletin.

MELANCHOLY ACCIDENT AND LOSS OF LIVES.—We learn from Capt. Grace, and some of the passengers of the steamboat Lone, that on her trip down from Manchester, to this place, she took fire about 50 miles above N. Orleans, and notwithstanding every exertion of the officers and crew, was totally consumed in less than a quarter of an hour from the first discovery. The wind was very high at the time and the cargo, consisting principally of 1100 bales of cotton, which had been under shed for a long time, and consequently very dry, burned with unexampled rapidity.

Capt. Grace with the utmost difficulty succeeded in saving his wife, and with the assistance of Mr. Miller, the pilot, his youngest child; his two other children a girl and a boy were preserved from the devouring element, by one Mr. Grice a cousin of the captain's, and the other by a coloured man, the steward of the boat, who, at the imminent risk of his life, plunged into the water with him, and almost reached the shore when his strength failing him he was obliged to give up his little charge, but was immediately relieved by the mate of the boat, Mr. Morris, and both were safely landed.

Such was the progress of the flames, that not an individual was able to save a single article.

The 2d clerk, M. G. Weed, met with a terrible death in endeavoring to save the books and letters, some of which no doubt were very valuable.

We learn from the Baltimore papers that a riot of quite a serious nature took place in that city on Sunday the 9th inst. originating in a difference between several of the fire companies. The Chronicle states, that the public thoroughfare of that city was on that day rendered unsafe by the assemblage of several thousand disorderly and riotous persons, armed with clubs and other weapons, engaged in settling, by the most violent means, an imaginary feud.

The police having failed to quell the disturbance, application was made to the Mayor, by whom a requisition was immediately made upon the military; who promptly turned out in sufficient force, and with a full determination to suppress the tumult in the most summary manner. Explicit directions were given to fire upon the mob, should it become necessary. The rioters, however, hearing of the preparations that were making, thought it best to disperse, and did so accordingly.

THE SEA SERPENT.—The ship Havre, Capt. McKown, arrived from Havre yesterday, and we copy the following description of a real "monster" of the deep, from her log book, the truth of which is testified to by the whole ship's company, 28 in number.

Lat. 85 32 N. long. 26 05 W. saw something very singular, about 100 feet from the ship, and, as it approached, discovered it was a snake; its head, which was shaped like that of a flying fish, and about the size of a barrel, lay within fifty feet of the ship's side, and the end of its tail between 4 and 500 feet in perpendicular direction from the same—color of its body greyish, and about the size of a ship's mainmast. As the monster moved gradually from the ship near the surface of the water, its motion appeared like that created by a series of barrels rolling in water in a direct line. The day was perfectly calm, and all on board had a fair view of his honor, the monster, for the space of half an hour, when he shook his tail in token of adieu and left the ship.—N. Orleans Com. Herald, April 5.

THE NORTHERN BOUNDARY.—In the British house of commons on the 8th ult. Lord Palmerston, in reply to a question from Mr. Robinson in reference to the United States boundary line, stated that it was still the subject of communication between the governments of the two countries. He believed that both governments were actuated by an earnest desire to bring the matter to an amicable conclusion, but difficulties had arisen in part, out of the different forms of the two governments, which had delayed the settlement till now.

NANTUCKET SILKS.—We yesterday had the pleasure of seeing a splendid lot of silk goods, consisting of vestings, aprons, handkerchiefs, scarfs, &c. which were manufactured at Nantucket. The fabric and finish of these are superior to any thing heretofore produced in this country; so far as our observation extends; and indeed there were some pieces of pantalon stuffs, and heavy bandannas, that can hardly be surpassed abroad. Were these put with any of foreign make, few would be willing to risk their reputation as judges by endeavoring to separate the two parcels.

The factory from which this was turned out, we understand, is in a flourishing condition, and will furnish some goods for our markets the present season.—Providence Journal.

NEWSPAPERS IN MISSISSIPPI.—There are now published in Mississippi thirty papers; eleven are in favor of Van Buren, sixteen opposed to him, and three neutral. In 1799 there was but one paper published in the state; in 1810, four; in 1822, seven, and in 1828, eleven.

[From the New York Times.]

LATE FROM EUROPE.

By the arrival of the ship Sheridan, from Liverpool, from whence she sailed, March 19th, we have been furnished with Liverpool papers to the 18th inclusive, from which we make the following extracts.

A further decline has taken place in cotton, and the money market was still in an unsettled state.

The news from Spain possesses some interest, and there is a strong indication that matters will soon be brought to a close in that distracted country.

The health of the king of Denmark was improving.

The Brussels papers speak of a probable change of ministers in Belgium.

Lieut. Evans of the royal navy, had addressed a letter to the secretary of Lloyd's, pronouncing the story of an American packet ship having been lost off Newport, as a "gross fabrication."

In the house of commons on the 17th, Mr. Roebuck moved, pursuant to notice, "for a copy of all correspondence between the government of this country and the governments of Russia and Turkey, together with a copy of all correspondence between the two last mentioned governments communicated to our own, relating to the treaty of Adrianople, as well as to all transactions or negotiations connected with the occupation of the ports and territories on the shores of the Black Sea by Russia since the above-named treaty of Adrianople." After a discussion which we have not room to notice to-day, the motion was negatived without a division.

The Paris papers of the 16th announce no amelioration of the situation of Lyons. The mayor of that city, who had arrived in Paris to lay before government the deplorable state of the working classes of Lyons, left Paris on the 15th on his return.

THE NEW ORLEANS FAILURES.—We have been much surprised in looking at the various amounts for which the several houses in New Orleans have stopped payment. It is represented that Herman, Briggs & Co. stop for six million and a half of dollars; Thomas Barret & Co. are indebted to the amount of three millions and a half; Samuel Herman & Sons, about three millions; Brander, McKenna & Wright, over three millions and a half; Buchanan, Hagar & Co. half a million; Bier and Steever half a million, besides many suspending for amounts under \$150,000. It is evident that these heavy responsibilities were incurred for the purchase of cotton and other produce, and it is said that large amounts were paid to planters for their crops even before the seed was planted.—Star.

CHARLESTON, April 5.—We understand that on the invitation of the bank of Charleston, to the other banks in the city, committees of reference met yesterday afternoon, for the purpose of devising some mode to the extent of their ability of relieving the existing pressure in our money market.

It will be seen from the New Orleans American, (says the Mobile Morning Chronicle of the 13th ult.) that the old firm of Reynolds, Marshall, Byrne, & Co. have assumed the responsibilities and business of Herman, Briggs & Co. both in New Orleans and Natchez. And that house, the embarrassments of which have created so many difficulties and fears here and elsewhere, will resume, or has already resumed its operations.

UNPRECEDENTED DESPATCH.—A seaman by the name of John Connolly, sailed from this port the 8th of April, 1836, in the ship Independence for Liverpool, where he remained thirty-one days—returned in the same ship to New York, and remained twenty-one days—sailed in the ship Silas Richards for Singapore, where he remained fourteen days—returned to New York, where he continued twenty-one days—when he was ready for sea in the before mentioned ship Independence again for Liverpool, on the 8th inst. having in one year performed this extraordinary distance, and during that period was one hundred and four days in port. The Independence performed her voyage out to Liverpool in fourteen and home in twenty days. The Silas Richards had a quick passage out and her return was but ninety-three days from Canton, ninety of which her steering sails were set, and not taken in even for an hour. She doubled the Cape of Good Hope with top mast steering sails set.—We believe this is one of the most extraordinary instances of despatch on record.

The Washington Globe of the 15th inst. contains the defence of Gov. Cass the present Minister to France, in reply to imputations made against him, as Secretary of War, in regard to the affairs of the Florida campaign, by Gen. Clinch and other witnesses who deposed in the case of Gen. Scott.

EXPRESS MAIL BY LIGHTNING.—A friend of ours is about to make application for a patent for conveying news concerning important events, in an instant of time, by means of electrical conductors, which may be attached to railroads with little expense! The rate which electric fluid travels is said to be some 280 millions of miles in a second of time! Whew! Good by, Amos, we leave you in the mud.